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FORM NO. 38-13



# DEPARTMENT OF THE NAVY OFFICE OF THE CHIEF OF NAVAL OPERATIONS WASHINGTON 25, D. C.

Op-922N/cp Ser 00087-N 28 September 1954

TOP SECRET

MEMORANDUM FOR: Mr. Paul A. Borel

Deputy Assistant Director

National Estimates

Subj: ONI Footnote to Tables 5 and 6, NIE 11-4-54

1. Attached is three copies of ONI footnote to tables 5 and 6, NIE 11-4-54. It is requested that the footnote be applied as indicated in copy of tables also attached.

2. This memorandum may be downgraded to CONFIDENTIAL upon removal of attachements.

Captain, U. S. Navy
Head of Estimates Branch
Office of Naval Intelligence

Review of this document by CIA has determined that

CIA has no objection to declass

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### ONI FOOTNOTE TO TABLES 5 AND 6 OF NIE 11-4-54 AS APPLIED TO TYPE 39 AND TYPE 37 AIRCRAFT

\* The Director of Naval Intelligence believes that the operating performance capabilities of these aircraft could be approximately as indicated. However, he desires to note that these data are based primarily on in-flight photographs and a series of assumptions. Therefore, they may be subject to some revision, either upwards or downwards, as more substantial direct evidence becomes available.

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Copy 2 of 4 copies

NIE 11-4-54

13 September 1954

#### TABLE 5

#### ESTIMATED 1952-1957 CAPABILITIES OF SOVIET LONG-RANGE AIRCRAFT

(Calculated in accordance with U.S. Military Mission profiles)

|                | •                                |                        | Medium Bomber          |                        | Heavy Bomber           |
|----------------|----------------------------------|------------------------|------------------------|------------------------|------------------------|
| Cog            | ditions                          | TU-A                   | TV-4 (Modified)        | Type 39                | Type 37 (1957)         |
|                | bet Radius/<br>ngo (mm)          |                        |                        |                        |                        |
| 2.             | 10,000 lb. Load<br>one refueling | 1700/3100<br>2400/4300 | 2000/3600<br>2800/5000 | 1500/2900<br>2100/4000 | 2750/5300<br>3800/7300 |
| b.             | 3,000 lb. load one refueling     | 1950/3500<br>2750/4900 | 2300/4100<br>3200/5700 | 1700/3300<br>2400/4600 | 2850/5500<br>3900/7500 |
| Spe            | ed/Altitude<br>(lm/ft)           |                        |                        |                        |                        |
| 8.             | Naximum speed                    | 350/30,000             | 360/30,000             | 535/15,000             | 535/19,000             |
| b <sub>®</sub> | Com. speed                       | 350/30,000             | 360/30,000             | 475/41,000             | 475/44,500             |
| Con            | bat Ceiling*<br>(ft)             | 36,500                 | <b>37,500</b>          | 43,500                 | 48,000                 |

The altitude at which a rate of climb of 500 ft/min can be maintained at the end of the given combat radius of the aircraft.

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TABLE 6

## ESTIMATED 1954-1957 MAXIMUM PERFORMANCE UNDER COMBAT CONDITIONS OF SOVIET LONG-RANGE AIRCRAFT

|            |                                  |                        | Medium Bomber          |                        | Heavy Bomber (1957)    |
|------------|----------------------------------|------------------------|------------------------|------------------------|------------------------|
| Conditions |                                  | TU-4                   | TU-4 (Modified)        | Type 39                | Type 37                |
| Com<br>Fe  | bat Radius/<br>nge (MM)          |                        |                        |                        |                        |
| 8.         | 10,000 lb. load<br>One refueling | 1800/3300<br>2500/4500 | 2150/4000<br>3000/5600 | 1600/3100<br>2200/4300 | 3100/6100<br>4300/8100 |
| b.         | 3,000 lb. load<br>One refueling  | 2050/3700<br>2850/5100 | 2450/4600<br>3450/6450 | 1850/3700<br>2550/5000 | 3200/6400<br>4300/8200 |
| Spe        | ed/Altitude<br>(kn/ft)           |                        |                        |                        |                        |
| 8.         | Maxi. speed                      | 350/30,000             | 360/30,000             | 535/15,000             | 535/19,000             |
| b.         | Com. speed                       | 350/30,000             | 360 <b>/3</b> 0,000    | 475/42,000             | 475/45,500             |
| Cor        | bat Celling<br>(ft)              | 36 <sub>9</sub> 500    | <b>37,</b> 500         | 43,500                 | 48,000                 |

Maximum target altitudes (100 ft/min. rate of climb) for the Type 37 and Type 39 aircraft on one-way missions, one hour fuel remaining, bombload aboard and with maximum power, are as follows:

| Bombload (1bs.) | Altitude (ft.) | Bombload (lbs.) | e 39<br>Altitude (ft.) |
|-----------------|----------------|-----------------|------------------------|
| 20,000          | 55,100         | 10,000          | 49,700                 |
| 10,000          | 56,300         | 3,000           | 51,100                 |
| 3,000           | 57,200         |                 |                        |

\* and forther